VOL. III.--NO. 25.

Saturday, June 20, 1874.

Single Copies, 5 Cents

THE

SATURDAY GAZETTE. BLOOMFIELD AND MONTCLAIR.

AN INDEPENDENT WEEKLY JOURNAL of LITERATURE,

EDUCATION,

POLITICS,

GENERAL NEWS.

and LOCAL INTERESTS.

It is generally acknowledged to be the equal of the best newspapers published and superior to most country papers. is a matter of pride to these towns which it so ably and well represents.

To sustain these assertions, it would be easy to give a large selection from opinions of its readers and patrons which constant ly come to hand. But the paper will speak for itselt. Subscription price, \$2 a year or \$1 for

WM. P. LYON, Editor and Proprietor,

BLOOMFIELD, N. J.

Dentists.

DR. P. J. KOONZ,

DENTIST.

No. 1 GREAT JONES ST., near Broadway,

NEW YORK.

Laughing Gas administered for the painless ex traction of teeth. sep2

DENTISTRY.

W. F. PINKHAM, D. D. S. Graduate of Philadelphia Dental College), 476 BROAD STREET, NEWARK.

Refers by permission to Mesars, Wm. B. Guild, Jr., Gen. P. H. Harris, Drs. A. Ward, W. T. Mercer, G. R. Kent, of Newark: Des. Love

ALEXANDER McKIRGAN.

Successor to Reed & McKirgan.

DENTIST.

No. 48 Bank Street,

NEWARK, N. J.

aughing Gas administered

dec20-1v

DR J. W. STICKLE.

Jugean Dentist,

Office and Residence 72 Orange Street. SEAR BROAD STREET, One Block from M. & E. R. R. Depot. NEWARK, N. J.

Gold Fillings a Specialty.

Nitrous Oxide Gas administered on the new plan. No charge for extracting, when Artificial plan. No charge for extracting, when Artificial feeth are inserted.

Rarananoas - Drs. F. B. Mandeville, Wm. J. Andrews, G. R. Kent, W. E. Hitchrock, H. C. Ketchum W. S. Ward W. Mead, Dentist Rev. J. T. Crane, D. D. Newark, N. J. Rev's R. Vanhoru, P. E., Jereey City, C. E. Little, R. B. Cotlins, J. W. Seran, Newark, N. J., D. Walter-Stitus Island. Measts. David Campbell, H. M. Rhodes, W. H. Drummond, Geo. O. Duncklee, James A. Bantster, Henry Hagell, W. N. Ryerson, John A. Boppe, A. Paul Schaff, Newark, N. J., A. O. Baldwin, S. A. St. John, Orange, T. C. Houghton, East Orange.

DE WE E BLAKENEY.

SURGEON DENTIST-CALDWELL, N. J.

next to the Presbyterian Church. Dr. Wm. E. BLAKENEY, for oleven years practising Dentist in New York, would respectfully give notice to the critisens of Caldwell and ricinity that he has opened rooms for the practice of his profession, in the house formerly owned by Jos. C. Marsh, adjoining the Presbyterian Personage, in Caldwell, where he will be happy to receive a call from all requiring the service of a Decease and from all requiring the

service of a Dentist

Artificial Teeth will be inserted on the latest
and most approved principles of the dental art,
and warranted to give perfect antisfaction.

Laughing thes will be skilfully administered
when required.

BARRETTS, PALMER&HEAL

DYEING ESTABLISHMENT

BRANCH OFFICE:

451 BROAD STREET.

Directly opp. Continental Hotel, NEWARK Dreases, Shawle, Clonks, Secques, Curtairs, Piano Coyers, Coats, Pants, Vest., Silks, Velvets Ribbons, Ties Velle, Kid Gloves, Feathers, &c handsomely Dyed and Cleansed. N. B. - Made up Garments Dyed and Cleaner

without ripping. Kid Gloves cleaned to cents per pair 451 BROAD STREET. Near M. & E. R. R. Depot, Nowark, N. J.

North Ward National Bank

OF NEWARE, NEW JERSEY.

L'His Institution commenced business on the 1 24th of February last, in the Khodes Building, No. 445 Broad Street, nearly opposite the M ing. No. 445 Broad Street, nearly opposite the Mark E. R. R. Depot. It is very conveniently located for residents of Bloomfield, Monthair and vicinity who may desire to have banking facili ties in Newark.

DIRECTORS. H. M. Rhodes, J. G. Darling, E. G. Faitoute P. T. Doremus, Benj. F. Crane,

H. M. RHODES, Pres't. GRORGE ROS, Cashier. Mar. 1-19

CITIZENS'

Insurance Company, 443 BROAD STREET,

PAID UP CAPITAL, \$300,000.

A. P. SCHARFF, Secretary.

At a meeting of the Board of Managers held this day, a dividend at the rate of ALL TAXES

thereto on the first of May, payable on and Interest not drawn will be credited as principal from May 1st. Deposits made on

May 1st. April 25th to its new Banking room, numper 448 Broad St., under the Continental IPRIGHT & CHEST REFRIGERATORS

H. M. RHODES, President.

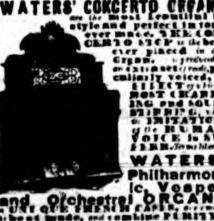
VISON, BLAKEMAN, TAYLOR & CO.

BOOKSELLERS & STATIONERS,

138 & 140 GRAND STREET,

NEW YORK.

American Educational Series and the Education al Reporter will be sent to teachers and educa tionists on confession.



and Orchestrel ORCANS

organs and Planes or a strained of a years. Philose ExTREMELY I OW for each or part crah, and balance in mentally or quarterly payments. Second-hand instruments taken is exclosive. AGENTS WANTID in every (ownly in the U. S. and Canada. A liberal discounting packets, Monday, Charles, Irich B. Ligg., de. ILLUTTINED CATALICES FAITE.

THE UNLY

Granite Works in Newar's



412 BROAD STREET, Dealers in

NEWARK, N J. American and Scote Conumental, Building

and Cemetery Work of every descrip-

Plans furnished on application.

Banks, Insurance, &c.

SMITH & TOWNLEY. WHOLESALE DRUGGISTS. AND DEALERS IN

SAVE MONEY BY BUYING

PAINT.

OILS &c.

YOUR HAT

441 BROAD STREET,

Opposite M. and E. R. R. Depot.

First class goods of the latest styles now ready.

April 5 - ly

JAMES MOON.

THE L'P-TOWN

Practical Hatter.

485 BROAD STREET, Masonic Hall Building, Newark, N. J.,

s now ready with a large assortment of the la-

est SPRING STYLES, in Stiff and Soft Nobby

HATS, CAPS AND STRAW GOODS.

BROADWAY DRESS SILK HAT,

specialty. Constantly on hand and made to

order by a practical workman, at prices that cannot fail to please. \$4,50, \$5,00, \$5 50, \$6,00, Super-Extra Fine \$7.00

464 BROAD STREET,

CANTUN MATTINGS.

White, Check and Fancy.

THE BEST IN THE MARKET.

WATER COOLERS.

Montelair and vicinity.

Spring Goods!

BURT'S LADIES',

nishing line.

ICE PICKS.

Ice Cream Freezers.

with all other articles in the House Fur

Boots and Shors.

The Finest and Largest Assortment of

BOOTS & SHOES

to be found in the State, can be seen at the

POPULAR BOOT & SHOE STORE.

885 Broad st.

BURT'S MISSES'.

TEN WIDTHS TO EACH SIZE,

A full assortment of these well known goods

ALL THE LEADING MANUFACTURERS:

Our Genta' Department is replete with all the leading styles of goods from the best manu-facturers in the country, including our own

Ladies and gentlemen wishing a stylish and desirable Boot or Shoe can have an opportunity of examining the finest stock over offered to

Our own make are made on the latest and most improved principles of shoemaking.

onstantly on hand, together with

BURT'S CHILDREN'S.

PECIAL ANNOUNCEMENT.

Goods delivered free in Bloomfield

MEAT SAFES.

SHADES AND FIXTURES

Summer Goods !

WIRE COVERS

june 13

Have just received a large stock of

which we are offering at low figures.

Baldwin & Meeker

suit all ages. The

C. A. Fuller, W.o. Titus, E. L. McNaughton, Ward Woodruff, Joseph Keder, Joseph M. Smith, Joseph Coult,

Newark, N. J.

ASSETS, OVER \$300,000. JAS. J. DARLING, President.

C. BRADLEY, Surveyor.

DEOPLES

Savings Institution,

445 BROAD STREET, NEWARK, N. J APRIL, 15th, 1874

7 PER CENT. PER ANNUM FREE OF was declared on all deposits entitled

This institution will remove on or about

Jablishers

Educational Publishers.

. Our new Descriptive Catalogue of the

WATERS' CORCERTO CREAKS

To be and perfect in ioncyer made. 7 KE (ONCERTO bick in depcyer placed in WATERS' Philharmon

Waters' New Scale Plancs
Waters' New Scale Plancs
Line Steel power and line singled
tone, with all modern improvements,
all methy BENT Planes MADE. These

HORACE WATERS & SON,

C. CARRABRANT. CHURCH & WILLIAMS 885 BROAD st. NEWARK May 30-cm. GRANITE WORKS

OT OF CAWLEY & STRYKER'S, 489 BROAD STREET, NEWARK,

Next door to A. Grant, Jr., & Co's Dry Good store, and examine their large stock of Boots and Shoes, suited to "he Spring trade, from the anest to the cheapest. All styles and qualities, beap as the chespest. SIGN OF THE BIG BOOT.

April 19.-

OUR ROADS.

[NOTE -A meeting of the voters of Road Improvement District, No. 1, in the township of Mont lair, was held on the evening of Feb rusry 25, 1874, to consider an application that had been made for the improvement of certain roads and streets in said township, by the use

BROOKLYN WHITE LEAD. Aft-r listening to the etatements that were would be required to complete the work, it would be proper to obtain fuller information as to the comparative merits of different methods and solid, and if it can be kept in that and solid, and if it can be kept in that petition that was beiere them, they appointed a committee to examine into the subject, and toreport the facts and information which they might obtain to a subsequent meeting which they were authorized to call.

This Committee, after completing their in restigations, called a meeting, which was held At DUFF'S CHEAP HAT AND CAP STORE, on Friday evening, May 6th, 1874, at which they n.ade the following interesting and valuable report. - Pus.]

IMPROVEMENTS, MONTCLAIR.

terent plans for the improvement of roads, endeavored to obtain the best and most trustworthy information, bearing upon the constructed according to the most approved methods, by personal interviews with those who by practical experience or by

particularly to the disadvantages of the bear the expense. present roads, for they are a subject of reneral complaint

HOUSE FURNISHERS mooth at all times. near M. & E. R. R. T. NEWARK, N. J and in all kinds of weather.

FOUNDATION.

In noticing the points which distinguish stages of the work, is, that a road which is at all times hard, dry and smooth, is invariably built upon a dry and solid foun-

To this rule there are no exceptions, and, in the nature of things, there cannot be. It matters not how good the surface materials may be, nor with what skill they may be used; it is the subsoil on which the roadway rests, that must sustain the weight, not only of the travel which is to pass over it, but also that of the roadway itself; and it is, therefore, apparent that a road cannot be kept uniformly and sure-

y supported. If the foundation be spongy or yield ng, the road vay will have a constant tendency to sink by its own weight; the passage of load d vehicles will cut it up into ruts, and the motion of one part against another, whenever the road is used, will gradually reduce the surface to

mass of loose materials. It is for this reason that a good foundation is a matter of primary importance, and that the success of all subsequent work depends largely upon it. For this purpose there c n be nothing better than a bed of dry, solid earth, secure or protected against the approach of water, and the first efforts of road-builders are directed towards finding a natural road-bed of that character, or forming one by artificial

If the natural soil supplies all that is necessary in that respect, there is little to do but to shape it, preparatory to putting upon it the covering materials which may have been selected. But, if to any degree it is spongy, or retentive of moisture, or so situated that it is liable to receive the wash of adjoining lands, it is essential that provision should be made to carry off the water; for, unless this be done, the best results cannot be secured.

which they insist upon with greater empart of the necessary preparation to: build-A writer in the "Agricultural Report" solid.

for 1866, says: "The point in which more than in any country, is in being wet at the foundation, and the first thing to be attended to in their construction, is thorough drainage." Another writer, Mr. Herschel, civil engieer, of Boston, says:

With a perfect sab-drainage, the winters' frost, having no water to act upon within the bedy of the road, is robbed of its great power to destroy the same, and it soaked, and thence destroyed in the sum-

Macadam, the originator of "macadam-"It is the native soil which supports the weight of the traffic; that, while it is preserved in a dry state, it will carry any

weight without sinking; that this native soil must be previously made quite dry, and a covering impenetrable to rain must then be placed over it to preserve it in that dry state." Mr. Penfield, another authority, writes "No attempt at repairs must be made until great care has been bestowed on drainage, a point so desirab'e in road making, that any exertion in other re-

In fact, the evils attending a wet founds - ness of surfition are so well known, that there are no ly by wear, differences of opinion, or of practice con

heaves and breaks up the road-way, rentions or are said on soil of a gravelly or to be followed by another layer of smeller materials to the surface, and rounding it

up, only makes the muo deeper." It may be thought that so much care for city of New York, than which there is to a solid, compact mass. framage is unnecessary; but when it is membered that the effect of too much moisture is to soften and loosen the soils. made, it appeared, to the voters present that it will be perceived that to this cause the before authorizing the large expenditure that bad character of our roads is mainly attrib

condition, by drainage from below, and waterproof covering from above, which will receive all the wear, there is nothing to prevent the road bed from lasting forever, as it is the only covering that will need to be renewed.

COVERING, OR SURFACE, OF ROADS. Next we have to consider the artificial

overing, or surface, of the road. Of the many forms of pavement, o REPORT OF COMMITTEE ON ROAD road improvement, which have been tried, those which properly come within the lim- tion of the defects of gravel roads, which Other good ones have been made, and

were most competent to give them the de- of one kind or of another, must be governsired information, and also by a careful ex- ed by the character of the soil on whi h it and completely. amination of such books and reports relations to be made, the nature and extent of the ing to the subject, as they were able to travel expected, the kind and quality of practical remedy for the defects of grave-

There is one quality that the road sur No one can use them without being been mentioned incidentally, but which it keenly slive to their defects, and to the is desirable to repeat in this connection, as comfort and convenience that would come it must be borne in mind, while considerrom their being kept uniformly hard and ing the different forms of surface construc-

It is believed that on this point there is It is that surface drainage should be no difference of opinion, and that the only provided for, by making the covering, as question for consideration is as to the best nearly as possible, impervious to the wamethod for making roads that shall be ter that may fall upon it, and also, that thoroughly good at all seasons of the year, provision should be made to carry off the small quantity of water which, in spite of the best directed efforts, will make its way into and through the road covering.

This is important for the same reason good roads, the first in the order of their that sub-drainage is necessary - because of construction, and one of the most import the soltening effect of water upon the road-ant in its effects upon the subs quent bed. Recapitulating, now, the points which

have been mentioned, a well constructed road should have a foundation of earth, made dry and solid by proper and suffiient drainage; and it should have a covering as nearly as possible impervious to water, with a surface hard, smooth and It is by this standard that the compara-

Limiting our inquiries to those in which the materials used are either gravel or broken stone, we find them divided, by the peculiarities of their construction, into two classes. Frst. Those having no artificial founda tion, in which the covering materials are

road-construction are to be judged!

laid directly upon the ground Second. Those having a payed founda The first class includes gravel and "ma cadamized" roads, and the second those known as "Teltord" roads, in which s rough pavement is first laid on the surface of the prepared ground, and atterwards

covered by the road materials. In the comparisons to be made between them, it is to be understood that the necessity for a thorough preparation of the soil on which they are to be laid, by drainage or otherwise, in order to obtain a sure foundation, is common to all of these

In other respects there are wide differences between them, which need to be not ced in detail. Of those mentioned as having no artifi

cial foundation, the first in the order of cheapness of construction are

These take their name from the fact that gravel forms the larger part of the material used in making them; but it may be noted, that they are not made of pure So important is this considered by practical road builders, that there is nothing bles, of which gravel is largely composed, are mixed with other material, their round phasis than upon drainage, as an essential ed surfaces cause to turn and twist under every pressure of the wheels, so that the

To overcome this difficulty, it is usual to add to the gravel a proper proportion other, highways are detective in this of earth, mixing them well together, and then thoroughly incorporating them by heavy rolling. By this means, if the material added is of a proper quality, it serves to bind and keep the graves in place, and the combination is said to make a road much better than, ordinary country roads made entirely of earth; but with all the care that can be exercised, they fall short of meeting the requirements of constant

Their most obvious defect is that the surface is not sufficiently water proof. In wet weather the binding material be comes so seftened by water, that the surface yields to the pressure coming upon it; ruts are formed, and become filled with water, which having no other means of escape, soaks into the road and renders it still more liable to injury; and when the rains are followed by freezing weather, the surface is in danger of being broken up and its smoothness destroyed.

Another objection is, that even under the most favorable circumstances, they lack the solidity needed to enable them to stand the wear of heavy traffic. They are pleasant to ride upon, but constant patching is necessary to keep them in order, for the reason that any uneven-

ness of surface is sure to be increased rapid-These objections apply even to the most

cerning them. Unless the wet places are thoroughly constructed gravel roads, - about 24 inches in dismeter, is laid and properly drained, "the action of frost those which either have artificial founda- heavily rolled until thoroughly compact, dering it nearly impassibale in Spring, while sandy character, which provides the best stones, treated in the same manner, and the common expedient of applying more possible natural drainage, and were in fact then flatshed with a thin coat of quarry

> said that every effort had been used to day's use. make it a thoroughly good one, but that, after only six months service, it was already in need of repairs, while another road, n the immediate neighborhood, a Telford road, made with a macadam surface and unished in the same time, was still in perfect order. And he gave it an his opinon, formed after through trial, that gravel

roads are not a success. If well founded objections can be urged against gravel roads, constructed as this one was, in the most skillful uranner, and regardless of cost, it would seem hardly wise to make further attempts of a similar kind, until other and superior modes of

construction are devised. Gillespie in his text book on "Roads and Road Making." makes prominent men The Committee, appointed for the pur-pose of examining as to the merits of dif-terent plans for the improvement of roads, broken stone.

its of the present inquiry are gravel roads, results from the roundness of the pebbles and their being easily displaced by heavy to the tubs.

"The evil continues until, by long use are extensively used, but they are not so the peobles become broken into angula subject, by visiting and inspecting roads well adapted to country roads, and the fragments, after which they form a com heavy expense attending them forbids pact mass. But since this is so desirable a their use, except in large towns and cities. con-ummation, the task of breaking the For, it will be remembered, that no one stone ought not to be imposed on the vehitheir official position and connection with kind of road can be the best for all places; cles, but should be performed in advance the construction and maintenance of roads, Each place, in deciding to construct those by manual labor, by which means it wil be executed far more speedily, effectually

The last paragraph quoted suggests th the materials that can be most readily ub- roads, which Macadam undertook to sup It is not considered necessary to refer tained, and the ability of the people to ply by his system of making what are now MACADAMIZED ROADS.

These come next in order, but in the

implicity and in the cost of their construc His principle was, "that the stone should be all broken by hand into fragments before being placed on the road, and that no rounded stones should ever be introduced."

Next, observing that whenever a car-

age wheel or horse's hoof fell on the edge of a large stone, it was loosened from its place, disturbing the smaller ones for a considerable distance around it, he made it a rule that no large stones should ever be employed. ed stones and breaking the larger ones into angular fragments, that his system is dis

plication that he was able to unite and consolidate the materials used into one mass, almost as sotid as the original stone, with a hard and smooth surface. The stones are broken so that the larges of them in their largest dimensions can pass through a ring 24 inches in diameter, In reducing them to this size, there tive merits of the different methods of

inguished, and it was by their proper ap-

are many smaller stones, which, when the mass is thoroughly rolled together help to make it more compact. In applying them to the road, they are taid immediately upon the ground in layers of about three inches in thickness, each ayer being heavily rolled before another s added, until a body of stones of the deared thickness has been secured, varying from six to twelve inches, according to the

nature of the soil, the quality of the mateials, the character of the travel expected, and the severity of the frosts. The consolidation is greatly aided by the use of a heavy roller, but, when the rom one which has been long in use; for, although the materials have been presse ato position, where they mutually sustan and keep each other in place, they yet lack he close adhesion which they acquire ofter long use; and, as the surface thus formed, cannot be entirely water-proof, and nore or less water finds its way through it and into the ground below, this mode of construction is subject to great defects. The lower stones are forced into the road sed, making a mixture of earth and stone which will always be more or less open In winter, the water which penetrates the road, freezes, and is likely to break it up, and after a thaw and in wet weather, the road becomes softened and the wheels wear

it into ruts. It was to prevent these evils that what

re now called were made, the peculiarity of which is that upon the bed prepared for the roads mateials, a bottom course, or layer of stones s to be set by hand in the form of a close firm pavement, so laid, that by distributing the pressure of the wheels over a large space, the road is made capable of sustain-ing great weight and violent pressure.

The way in which this is effected asily understood. Suppose that the wheel touches and presses on a surface of two square inches. The pressure is carrico o the foundation stones, the lower sides of which average ten by five inches, or fi'y square inches, so that each square inch of the soil receives only 1-25 mart of the orfsce pressure, and there is, therefor, no danger of the pavement stones being presed into it, nor of the soil being forced up between them.

The advantage of this system are mos triking, when the natural soil is retentive of moisture, for the pavement then acts as performed, an under drain to carry off the water which finds its way through the broken stone urfsce.

The paved foundation is formed by lay The paved foundation is formed by lay for driving his horses at a gallop while ing broken stone, of not more than twelve his truck was heavily loaded.—N. Y. Obinches in their greatest diminsions, nearly server. parallel sided, and not more than seven or eight inches in depth. They are laid close together, with the broadest edges down, and lengthwise across the road. Next they are wedged together with thinner stones and quarry chips, until every stone is bound and held in proper position, after which the projecting points are broken off. and the surface evened by filling the cre-

On this a layer of macadam, or broken

rices with stone chips.

suggested during a ride over the Avenue screenings, with another rolling, filling St. Nicholas, in the northern part of the the interstices, and working the whole in-

probably no better gravel road in the coun | When a road of this kind is properly try. The engineer in charge of this road made, it becomes more compact with each

If the foundation stones are properly set and wedged together, they cannot rise to the surface, and the broken stones, being prevented from mixing with the soil became united together and form a solid

To be concluded next week.

Items of Interest.

Some idea of the extent of the maple sugar crop in New England, may be gathered from the following result in two New Hampshire towns: In Warren, 42,000 lbs in Campton, 100,000 lbs. One man in that town, tape 1,200 trees, and has more than 3,000 feet of gutters, in which the sap runs

The will of the late General Dyer is a nodel for brevity and clearness. It is as follows: "I, Alexander B. Byer, chief of ordnance, United States Army, reposing the utmost confidence in my beloved wife, Efiza B. Dyer, bequeath all my property, real and personal, to her and constitute her sole executrix."

The White Star line of steamers have enered upon the occupancy of new and extensive piers at the foot of Christopher

During a brief rain and thunder storm at

Paterson, N. J., on the 22d a man and a

little girl were struck by lightning. The

latter, who was standing by a window when she was struck, was seriously injured, and is not expected to recover. Important changes in the relations of husband and wife, and the rights of maried women, have been made by a new Massachusetts statute. The wife may sell her real estate without the husband's consent, and she may contract with everybody but her husband as it she were single. She may do business on her own account,

or in partnership, though not with her hus-A house at Cincinnati, fell, and seven persons were buried in its ruins. Two of hese died soon after being rescued. The nouse had been cracking and snapping all the afternoon, and at ten o'clock the ocupier decided that it was unsafe to remain; but while they were preparing to leave, the building fell. The persons killed were a child four years old and a man who

Mr. James T. Fields says that since 1854 there has not graduated from any American college a man who has yet made any great mark either as a lawyer, an orator, a statesman, a poet, a preacher, an essavist, or an historian

was passing the house at the time.

The subject of cream-stion, says the Graphie, might with propriety be discussed during berrying season. Since the beginning of ocean navigation by steam, thirty three years ago, fifty-one steamers have found the bottom of the

ocean. The first was the President, and the last one the Europe. Capt. Jesse Ludlam of Bridgehampton, . I., was killed by a mad bull. He was returning home from a neighbor's when the bull attacked hin.. The horse in trying to escape overturned the carriage, and, becoming entangled in the harness was at the mercy of the infuriated beast, who rush . ed upon and gored him in a terrible man-Mr. Ludlam could not extricate himself, and was next attacked by the bull, who first trampled upon him, and then, with a single thrust of his horns, picroed

him to the heart, causing instant death.

The Charleston, S. C., Courier, remark-

ing on the recent delinquent tax sales in Charleston county, occupying five days,

concludes: "This is an appalling exhibit,

Twenty nine hundred pirces of real estate confiscated by the State for delinquent taxpayers have not a solitary representative in the Legislature of the State.' Prof. James A. Whitney, President of the New York Society of Practical Engineer ing, has in preparation a work on the "Relation of Patent Laws to Modern Industrial, Social and Intellectual Progress." It will be prefaced by a dissertation on the history

inventions from the earliest times to the

inception of patent laws in the beginning

of the seventeenth century. Vice-President Wilson expects to bring nt the second volume of his history of the Rise and Fall of the Slave Power in Ameries within a few weeks. It will be larger than the first volume, and will extend from the admission of Texas to the election of President Lincoln. A large portion of the work on the third volume has also been

Jersey for justice. A colored teamate ver in Jersey City was fined \$25 last week

A farmer on the Orange mountain shot at a supposed burglar and next morning tound that he had killed his valuable horse, which had got loose in the night and wandered out from the barn.

The first colored jurymsn ever drawn in Hudson County served last week in a case On this a layer of macadam, or broken tried in the Court of Common Pleas, in stone, of a size to pass through a ring Jersey City.

